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Farmers and Appropriations.

Kansas City Journal.

In the discussion of the agricultural appropriation bill several interesting facts were brought out. It appears that congress has been more liberal with the agricultural department than usual. But the sum appropriated is not so large as to indicate any great extravagance in favor of the farmers. The estimates of all the departments for the next fiscal year amount to $340,462,507.65. Out of this sum, the estimate for the department of agriculture was $502,980, but this sum was cut down by the agricultural committee to $396,880. In view of the small appropriation in aid of agricultural affairs it is well to look at the part the farmers take in building up the resources of this country. The census has not been perfected, but sufficient information has been furnished to indicate the rapid advance which the farmers of this country have been making. The superintendent of the census of 1880 places the value of the farms in the United States at $10,196,890,645; the value of farm implements at $406,516,902; live stock, $1,500,482,187; fertilizers purchased in 1879; $28,597,856; fences and the cost of building and repairing in 1879, $77,765,723. Here is capital to the amount of $12,210,253,316 invested by the farmers of this country in their business. It is hardly necessary to call attention to the amount of taxes which are annually paid by the men who represent all this property. We do not hesitate to say that this nation receives more good from the men engaged in agriculture in this country than from any class of people. All these benefits come from the least expense and trouble. As a general proposition it costs less to collect taxes of the farmer. He is not only a willing payer, but his property is at all times in sight and subject to the speedy action of the law. The farmers cause less trouble in congress than any other class of people. They are never found in the halls of legislation attempting to buy legislation. It is not because they lack the means for they could by combination support the most powerful lobby. Because the agriculturists of the nation do not clamor for more recognition they are generally put off with the smallest kind of allowance. Now let us see what the farmers of this country accomplished in 1880 with the capital invested. Of Indian corn they produced 1,717,434,543 bushels valued at $679,714,499, of wheat they produced 498,549,868 bushels valued at $474,201,850. Taking the grand total of all the principal grains with potatoes, tobacco, hay and cotton we have $2,131,051,559 as the value of their productions as shown by the census of 1880. Now, what became of this immense production?

The total value of the exports of the United States for the year 1880 was $823,946,353; of this amount $983,010,976 came from the products of agriculture. It is thus demonstrated that 82.90 per cent of all the exports from this country came directly from the farmers. In other words, the farmers of this country not only produced enough to feed 50,000,000 of our own people, but had a surplus amounting to nearly $100 for every farmer and farm laborer in the country. This surplus was sent abroad, and was the main item going to pay the indebtedness of the United States in foreign countries. Now, a calling that is capable of doing all these things should have a powerful representation on the agricultural committee in congress, but as a matter of fact, the farmers are in the minority on that committee, and even the chairman is not a farmer. When committees are made up that have to deal with other national interests they are generally composed of men who are representatives of those interests. Nine of the eleven members composing the committee on bank and currency in the lower house are bankers.

The farmers, then, who make up the most important branch of the national industries, are placed in a position in congress where they are compelled to submit their interests to the judgment and decision of a committee of men who are interested in other callings. They can only expect that the estimate of their department will be cut down. But this is not all. When the appropriation bills are discussed, we find congress hampering the commissioner of agriculture, by insisting that the various members shall have a certain proportion of the seeds to distribute to their constituents. This practice is pernicious in every respect. If these seeds are to be distributed at all, it should be done under the direction of the commissioner. It should be his duty to find out to whom seeds should be sent. He should know how to distribute them with reference to soil and climate. It has been the custom of the congressmen to distribute part of the seeds and the commissioner the balance. The result has been that in many instances both allowances were sent to the same party. Then again seeds which ought to have been sent south have gone north. These things could be remedied by the commission if it had full power. Yet in the discussion of the last appropriation bill, page after page is taken up in attempting to settle who shall have this seed distribution. Seed distribution is probably of little practical value, but the treatment of the subject illustrates the trifling ways of congress on the whole question. The great point to be gained by the farmers is rapid crop reports. If Commissioner Loring can accomplish anything in that direction he will do the farmer more good than has ever come from all the seeds sent out by congressmen. It is of the utmost importance that the farmers of the country take an active interest in the government. They will soon grow indifferent if they fail to obtain proper recognition in the legislative affairs of the nation.

Tom's Kit.

Detroit Free Press.

It surprised the shiners and newsboys around the postoffice the other day to see "Limpy Tim" come among them in a quiet way, and hear him say:

"Boys, I want to sell my kit. Here's two brushes, a hull box of blacking, a good stout box, and the outfit goes for two shillin's."

"Goin' away, Tim?" queried one.

"Not 'zackly, boys, but I want a quarter the awfullest kind just now."

"Goin' on 'skursion?" asked another.

"Not to-day, but I must have a quarter."

One of the lads passed over the change, and took the kit, and Tim walked straight to the counting-room of a daily paper, put down his money, and said:

"I guess I kin write if you give me a pencil."

With slow-moving fingers he wrote a death notice. It went into the paper almost as he wrote it, but you might not have seen it. He wrote:

DIED—Litul Ted—of scarlet fever: aged three yere. Funeral to-morrow, gone up to Hevin; left won brother.

"Was your brother?' asked the cashier

Tim tried to brace up, but he couldn't. The big tears came up, his chin quivered, and he pointed to the counter and gasped:

"I—I had to sell my kit to do it b—but he had his arms around my neck when he d—died!"

He hurried away home, but the news went to the boys, and they gathered in a group and talked. Tim had not been home an hour before a bare-footed boy left the kit on the doorstep, and in the box was a bouquet of flowers which had been purchased in the market by pennies contributed by the crowd of ragged but big-hearted boys. Did God ever make a heart which would not respond if the right chord was touched?

Maud S. strides 18½ feet when trotting at her best. Each step is even to an inch.

How To Heat Cars.

The attention of railroad men has been lately directed to the question of safely heating cars. In regard to this subject, Supt. Toucey, of the New York Central, said to a New York Tribune reporter:

"There are many and serious objections to taking steam from the locomotive engine for heating purposes. In the first place, you cannot by any system I have seen get enough steam to heat thoroughly more than eight or nine cars. Then there is the great drain on the engine in consequence of so much steam being taken from it. The steam is of course all wasted, being blown out the rear of the car."

"But are there not systems by which the steam is returned?

"Well, we have been experimenting for the last two years with all sorts of steam-heating arrangements. We did try to return the steam to the boiler, but it was not a success. An engine wants all the steam she can make for motive power."

"Could not the boiler be enlarged, or an engine built with a separate boiler for heating purposes?"

"In order to make the boiler large enough for that the gauge of the road would have to be widened. The project of having a seperate boiler for heating purposes has been advanced. It has been proposed to place a boiler in the baggage-car, from which steam could be supplied, but here another objection comes in; and it is one which applies to all systems in which each car does not carry its own heat. Suppose that a long train could be successfully heated from the engine—which it can't—and a car is switched off on the side track to await another train, it frequently is. The minute the car is detached from the train the source of heat is lost, and the consequence of this, at some out-of-the-way station, in the depth of winter can really be imagined. Then another difficulty. Suppose the train is heated from a boiler in the baggage car. Why, just as likely as not, between here and Buffalo, that car will have to be 'cut out' of the train because of a broken wheel, or one that is likely to break, or for some good and sufficient reason. There, where's your heat?"

"Then you are of the opinion that in a successful system every car must carry its own heat."

"I am, indeed. Last year we spent $12,000 trying to perfect systems of heating from the engine, but all to no purpose. That coroner's jury in the Spuyten-Duyvil case has given people an idea that we are sleepy-heads up here, but it is not so. We have tried our best to get a good and safe heater for our cars. I am testing something now which works so well as to make me think that I am on the right track at last. It is the method of heating a train by steam from small boilers fastened under each car. Under the boiler is the fire-grate, and the whole thing is encased in an iron box. When the fire is started the boiler makes steam, which is distributed through the car in pipes placed at such an angle that the steam, as it condenses, runs back into the boiler; thus, theoretically, no water is lost. Of course there is some loss, but we have run a car four weeks without putting in more water. The great difficulty is one of construction; it is very hard to get the boiler, as it is in two pieces, absolutely steam tight."

"But would there not be almost as great danger from fire in the case of a collision, as there would if stoves were used?"

"No, there would be no danger at all. If there was a collision the shock would break the whole thing off, and it would drop to the ground."

"What if the car rolled down an embankment?"

"It would be all right then. The fire being outside of the car and divided from the woodwork by iron, I think there would be no danger."

"The elevated roads heat their cars very successfully by steam from the engine, do they not?"

'Oh, yes. But those cars are warm, and that is all. You would find them very uncomfortable if you were to ride to Boston in them. However, I should think heating from the engine might work very well for short roads, where the cars are not changed and when the train is never more than eight or nine cars long.

General Manager Hain, of the elevated roads, said on the same subject: "We have no difficulty in heating our cars, and I think it can be successfully done on other railroads. Of course there are difficulties to be overcome. We take steam from the locomotive engine and pass it through pipes on both sides of the car, blowing it out through a valve at the rear of a train. There is a system by which steam is taken from the boiler, carried through the train and then returned to the water-tank in the tender."

A. B. Pullman, of the Pullman Palace-Car company, who was in Superintendent Hain's office, took up the conversation, and said that he believed that the heating of long trains from the engine or for any trains on trunk lines was impracticable. "Every car must carry its own fire," he continued "and I don't believe that is so much more dangerous after all. You have got fire anyway in the box of your engine, and if there is a collision that will set fire to the train."

"Have there been many instances of the kind?"

"Yes, many of them. There was the Ashtabula accident. The fire must have came from the engine. The passenger cars burned last."

The experiment being tried by Superintendent Toucey, of having the fire under the car, was mentioned. "I do not believe it is worth that," said Mr. Pullman, and he snapped his fingers.

"And as to the lighting of cars," continued he, "the project of lighting them with candles is all nonsense. The only fire we have had in our cars came from a candle. The safest thing is oil. If the proper kind is used, the slightest shock will extinguish the light. The testimony at the Spuyten Duyvil inquest was that the lights were extinguished by the shock of the collision."

"Another thing," added Mr. Hain, "is that the American public won't stand candles."

Conversational Points.

Do not manifest impatience.

Do not engage in argument.

Do not interrupt another when speaking.

Do not find fault, though you may gently criticise.

Do not talk of your private, personal and family matters.

Do not appear to notice inaccuracies of speech in others.

Do not always commence a conversation by allusion to the weather.

Do not, when narrating an incident, continually say, "you see," "you know," etc.

Do not intrude professional or other topics that the company generally cannot take an interest in.

Do not talk very loud. A firm, clear, distinct, yet mild, gentle and musical voice has great power.

Do not be absent-minded, requiring the speaker to repeat what has been said that you may understand.

Do not speak disrespectfully of personal appearances when anyone present may have the same defects.

Do not try to force yourself into the confidence of others. If they give their confidence, never betray it.

Do not use vulgar terms, slang phrases, words of double meaning, or language that will bring a blush to anyone.

Do not intersperse your conversrtion with foreign words and high sounding terms. It shows affectation and will draw ridicule upon you.

Do not carry on a conversation with another in company about matters which the general company knows nothing of. It is almost as impolite as to whisper.

At the close of the present season in England, Foxhall and the remainder of Mr. Keene's racing stable will return to America. The Cesarewitch wonder may compete with the cup horses of his native land.